

Talbot, Tavenner, Taylor (Arkansas), Thomas, Thompson, Tillman, Tribble, Van Dyke, Venable, Vinson, Watkins, Watson (Virginia), Webb, Whaley, Williams, Elmer Williams, Wilson (Louisiana), Wingo, Wise, Young (Texas)—168.

Seventy Republicans Vote "Aye." Ayes (Republicans)—Baker, Bowers, Bush, Campbell, Caine, Chandler (New York), Cooper (Ohio), Cooper (West Virginia), Cooper (Wisconsin), Costello, Curry, Davis (Minnesota), Denton, Donahue, Felt, Garfield, Green (Iowa), Hadley, Haskell, Haugen, Hawley, Heaton, Helgesen, Hicks, Hillingsworth, Hopwood, Hull (Iowa), Husted, Keister, Kennedy (Iowa), King, Kincaid, La Follette, Laurens, Lindbergh, McCracken, McCulloch, Miller (Delaware), Mandell, Mooney, Morgan (Oklahoma), Morin, Mudd, Nelson, North, Powers, Ramseyer, Rice, Richards, Rodenberg, Russell (Ohio), Scott (Pennsylvania), Siegel, Sinnott, Skott, Smith (Iowa), Smith (Minnesota), Stafford, Stearns, Sullivan, Tamm, Timberlake, Tinkham, Towne, Volstead, Wheeler, Williams (Ohio), Wood (Indiana)—70.

Nays (Socialists)—London—1. TOTAL—AYES—238.

Nays (Democrats)—Black (Texas), Steele (Pennsylvania).

Nays (Republicans)—Bachrach, Barfield, Bennett, Britton, Brown, Butler, Carter (Massachusetts), Coleman, Crampton, Dale (Vermont), Dalinger, Danforth, Darrow, Denney, Dill, Dismore, Felt, Fox, Gardner (Massachusetts), Gillett, Glynn, Gould, Graham, Gray (New Jersey), Greene (Vermont), Priest, Hill, Johnson (South Dakota), Kennedy (Rhode Island), King, La Follette, Lehigh, McArthur, Mann, Meeker, Moore (Pennsylvania), Oakley, Parker (New Jersey), Parker (New York), Pratt (Massachusetts), Rogers, Rowe, Sanford, Sells, Sterling, Stinson, Temple, Treadway, Yare, Watson (Pennsylvania), Wilson (Illinois), Winslow, Woods (Iowa)—58.

Present, but not voting—Foster, Moore (Indiana), Morrison, Patten, Sloan—5.

Amendments Have Storm.

President Wilson having thrown over all recommendations made by him favorable to railroads and having capitulated to the demands of the brotherhoods, it is apparent from the Senate that the efforts of Mr. Underwood will prove futile. The amendments of the Senate from Alabama were introduced by the Senate Committee on Commerce and Labor and included in the Senate bill, but a storm arose against them as soon as they reached the floor of the upper chamber.

In the House Minority Leader Mann gravely called attention to the fact that Congress was undertaking to confer upon a special committee of railroad employees a 25 per cent. increase in wages. As an eight hour day measure, he said, the bill was a sham. And he added that the burden of the measure should be borne by the public. Charges that the Administration was actuated by motives of political expediency, made by Representative J. Hampton Moore of Pennsylvania, led to a spirited debate in the House.

The House again took the initiative in the proceedings. While the Senate Interstate Commerce Committee was wrestling with its bill, the House adopted the special rule giving it the right of way and passed it at nightfall.

Only two Democrats voted against the Administration eight hour measure when it was passed this evening by a vote of 229 to 56. Representative Mann, the Republican floor leader, led the opposition. Four Republicans who opposed the bill and fought for an amendment providing for a compulsory investigation of the bill, a spirited debate of five hours preceded the final vote. Republican speakers charged that the President had not risen to his opportunity to bring about arbitration in the interstate strike.

The Underwood amendment to give the Interstate Commerce Commission the power to fix wages will be defeated. This was clearly foretold by the speeches on the bill to-night.

Charges Wilson With Timidity.

Representative Gillette, a Massachusetts Republican, said the President had not shown the proper degree of courage and that "if he insisted this matter would have been submitted to arbitration."

"Over Cleveland or Theodore Roosevelt," said Mr. Gillette, "would have settled this question within an hour's time."

Two amendments were adopted by the House during consideration of the bill, each of these amendments having the approval of the Interstate Commerce Commission.

One changed from December 1 to January 1, 1917, the date for the effectiveness of the eight hour law. The other, drawn by Representatives Kitchin and Davis, exempted short line railroads from the operation of the law. It also provided that electric railways and electric interurban railways shall not come within the provisions of the bill.

This amendment, however, does not apply to short line roads engaged in switching and transfer services at terminals or between railroads and industrial plants.

Representative Adams told the House that the emergency bill approved to-day may be followed by further legislation following the report of the commission appointed to investigate the effect of the eight hour law.

Application of New Law.

As adopted, the Page-Kitchin amendment provides that the bill shall apply to all interstate carriers. "Except railroads independently owned and operated, not exceeding one hundred miles in length, electric street railways and electric interurban railways shall not apply to railroads though less than one hundred miles in length, whose principal business is leasing or furnishing terminal or transfer facilities to other roads, or who are themselves engaged in transfers of freight between railroads or between railroads and industrial plants."

Representative Frank Clark of Florida, offered an amendment to include all railroad employees—shopmen, track men, dispatchers, office employees, switchmen, and others—within the provisions of the bill. His amendment was defeated without a roll call, by a vote of 129 to 85.

Mr. Clark said he was opposed to the bill, but that if such legislation must be had, it should embrace not merely a portion but all of the railroad employees.

Representative William S. Bennet, a

New York Republican, bitterly assailed the bill saying: "I was put into public life by union labor. I have not always agreed with them, but I have never deceived them, and so they have been my loyal supporters. I shall not deceive them now, for this proposed legislation is the worst blow that any one ever dealt to organized labor."

"I for one do not propose now or at any time to cast my vote with a pistol against my fellow men," he declared.

"This bill is revolutionary. To-day you are trying to fix the pay of 400,000 men employed in one industry, to give them an increase of 25 per cent. You fix their pay to-day you must fix the pay to-morrow of 2,000,000 in that industry, and within a short time you will be in a situation where you must fix the pay of every employee in factories making goods for interstate commerce."

"We are not averting a strike, and possibly we are not averting it. We are cutting the ground out from beneath our system of legislative government in this country."

Representative Edward W. Gray, Republican of New Jersey, contended that the law making prerogatives of Congress were being made subservient to Presidential dictation. He demanded of a small group of workers:

"Government is embarrassed. If we accede to this demand," he asked, "how can it become of the constituted law making power of this Government? How soon will another group of men, representing other interests but with other demands? I am not opposed to the principle of an eight hour day, but I am thoroughly convinced the question involved here should be submitted to orderly and deliberate investigation and arbitration, in which the interests of all parties concerned will be given due weight."

Reviewing the strike situation, Representative Lenroot, Republican, said: "Who is responsible for this condition of labor trouble? It is not the Government, but it is in my judgment the fault of the Government. It is the Government that has not taken the responsibility for this awful condition in the President of the United States."

"I am satisfied if it had not been for the position of the President of the United States we would not have been confronted with the condition we have here to-day, and the employees and the railroads would have gotten together on some sort of arbitration, but the President himself has now prevented that."

"There is no pretense that this bill establishes an eight hour day," said Representative Mann, the minority leader, in his attack on the bill. "The purpose of this bill is to have Congress write into law and into the contract already made that for the purpose of compensation the railroad employees shall be paid eight hours for the day's work. There is no intention on the part of either the railroad managers or the railroad employees to shorten the hours of labor. The President interposed his good offices in this controversy. He failed to obtain a satisfactory solution of the problem."

"The President came to Congress with certain suggestions, turning the problem over to it. I believe I would have voted for a bill before the House. I proposed in a bill before the House. Although it was not a satisfactory solution to me, although it proposed to impose upon the public the burden of the strike, at least made a pretense of an effort to prevent similar situations in the future."

"But the President, as he always has, walked and talked his way out of every question before him. He has real questions before him. He has real questions in asserting his views before Congress here a day or so ago, he now backs out of the situation, leaving the responsibility to the Democrats. During the day the Republicans held aloof from the debate."

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der the proposal the Interstate Commerce Commission could compel men to continue work under the wage prescribed by the Interstate Commerce Commission. Senator Underwood was unanimously frank to frank for the President's friends.

The Senator from Alabama insisted the proposed eight hour law be passed by law so that men should receive ten hours pay for eight hours work, or an increase of 25 per cent.

"This demand for 25 per cent. increase in wages may be right and it may be wrong," said Senator Underwood. "The Senate has no information. The labor representatives say it is right and the railroad representatives say it is wrong and will be destructive of their property."

"We are going to legislate an increase of wages without knowing what we are voting on to avert an embargo upon interstate commerce, the paralysis of business generally and probably suffering and starvation. We are paying the price of peace."

On the question of justification we can offer to the public for our action would be to deal with the matter in a way that will prevent a recurrence of it, and I believe that is the only way to deal with this legislation empowering the Interstate Commerce Commission to adjust rates. For my part, if this did not happen, I would not be in the country from this threatened interruption of the flow of commerce I would use the mailed hand. I believe that we are pursuing the better course what we are doing here, but our first concern should be for our country and for the public interests."

Wilson Proposed Mailed Fist.

Senator Underwood suggested that the President himself had proposed the mailed hand and that the use of the railroads for military purposes. Senator Pittman protested against this assertion, but Senator Underwood insisted that the President had spoken softly in the matter the big stick was plainly visible in his suggestion for military control of the railroads.

Senator Underwood shocked his Democratic colleagues by declaring also that the proposed legislation would bring only temporary relief, that the crisis would recur again in six or ten months.

He read from the bill to show that after the wage commission authorized by the bill had completed its work and reported to Congress the railroad managers would no longer be bound by the legislation fixing wages on the eight hour basis.

"If you have nothing more in your law than the eight hour law and the wage commission you will at the end of that time find yourself just where you are now," said Mr. Underwood. "You have no guarantee that the railroads will continue to pay the wages beyond the time fixed in the bill, and the men will have no guarantee that the men won't strike if the payment of the prescribed wages does not come. You have a right to expect that when we pass this legislation without knowing anything about it, as the public interest, that the crisis would recur again in six or ten months."

Congress as Final Arbitrator.

"The trainmen are all good men, but they are fighting for themselves and for the people. We stand as arbiters between them and the American people to keep the highways of commerce open."

"The President realized that he had not discharged his full duty when he recommended this strike bill. He went in a recommendation for compulsory arbitration. More he recommended a bill authorizing the President to use the mailed fist to take charge of trains by military force and operate them. And he was right. I don't want to have to go to that extent, but rather than block the commerce of the country I would use the army and take charge of the railroads and operate them for the people."

"If you want to settle this controversy solely from the viewpoint of the organizations of labor then pass the eight hour law and stop there. There will be no strike next Monday. But you will not have settled the question. You will simply have deferred it and passed it on six months ahead. If we want to bend the suppliant knee to preserve our individual political future that is the way to do it. But I see a higher duty ahead, a duty to the public."

Senator Simmons asked whether the President approved section 6 and section 7, which relate respectively to the fixing of wages by the Interstate Commerce Commission and the penalties for interfering with the movement of trains.

Mr. Underwood replied that he did not know whether the President had seen them or not, and Chairman Newlands asked whether the President had seen them or not.

Roads to Contest Eight Hour Law.

Council for practically all of the big railroad systems of the East yesterday were preparing plans for testing the constitutionality of the eight hour bill. Action will not be hasty, but after it has been begun it will be pushed with the utmost vigor despite any obstacles or threats of the railroad brotherhoods.

R. R. EMBARGO MODIFIED.

New York Central Action on Freight Hints of Peace.

ST. LOUIS, Sept. 1.—All railroads operating from St. Louis announced to-night that the freight embargo was lifted except on perishables and live stock, which they said would be accepted subject to the action of the Interstate Commerce Commission.

By Receiver B. F. Bush of the Missouri Pacific in behalf of all the lines.

New proof that the railroads of the country feel the prospect of a strike is past was shown last night by the New York Central, which modified its freight embargo. Orders were issued to receive all freight subject to damage and delay. These instructions include perishable foods, dairy products and live stock.

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HORSE SERUM USED TO FIGHT PARALYSIS

Favorable Results Reported From New Treatment in City Hospitals.

68 CASES AND 17 DEATHS

Two Checks for \$1,000 Each Swell Fund to Buy Braces for Cripples.

Serum derived from the blood of horses is being used with favorable results on a small number of cases of infantile paralysis in the city hospitals. It became known yesterday. The theory on which the horse serum treatment is based is that there are present in the blood minute cells which attack the germ of infantile paralysis after it gains entrance into the body.

The serum, as in the case of the normal human blood serum and the immune human blood serum, which is obtained from recovered infantile paralysis cases, in injected into the spinal canal of the patient a quantity of the spinal fluid is withdrawn.

Although there were sixty-eight new cases reported yesterday, an increase of eight over the figures for the previous day, the health authorities remained confident that the epidemic would soon be over. Some cases reported in the daily health examinations had not been reported further.

Health Department. It has been found on further examination that the cases of the disease. Yesterday sixteen children who had been pronounced suffering from infantile paralysis were found to be free of the disease. These false cases reported each day will reduce the figures for the week considerably. Last week there were 826 cases reported.

Cases reported yesterday were located as follows: Manhattan, 24; Bronx, 7; Brooklyn, 20; Queens, 5, and Richmond, 12, a decrease from the figures of Thursday, 5 were in Manhattan, 1 in the Bronx, 5 in Brooklyn, 1 in Queens and 2 in Richmond.

581 Terminated Cases.

The number of terminated cases—that is, the number of cases at hospitals or in the city which have passed the period of quarantine—is 581.

Two checks for \$1,000 each, from Edward S. Harkness, 26 Broadway, and Joseph W. Harkness, brought the fund to buy braces for children crippled by the disease to \$22,845.

As a result of the efforts of the Department of Health to prevent the sale of false certificates for infantile paralysis, the health department yesterday in Special Sessions to thirty-five in jail and fined \$250 by Justice Collins.

Dr. Charles F. Bolduan, director of the bureau of public health education, issued a report showing the ages of 1,922 persons who died of infantile paralysis in the city from June 1 to August 31. The list shows that more boys than girls were victims of the disease. There were 941 males and 981 females, and 5 who died during that time. From 5 to 9 years of age there were 311 deaths. Forty-eight deaths of persons from 15 to 44 years of age.

Dr. Charles F. Banks of the United States Public Health Service said he would put extra surgeons on duty at the railroad stations to issue health certificates to the large number of trainmen who are being taken out of town over Labor Day.

The board of education announced yesterday that principals and teachers must report on September 4. All regular teachers will report on September 4, but substitutes who are serving in vacant positions, vocational school teachers and other regularly employed teachers paid by the day for actual service will be expected to report to their schools for assignment and to report to the principals on the Friday before the day for opening the schools, if no further postponement is made.

Forty Cases Up State.

Only forty cases of infantile paralysis were reported to the State Department of Health yesterday from outside New York city. These deaths came from Michewick, Wappingers Falls and Eastwood, were reported. The total number of cases for the State exclusive of the city is 206, and the number 227.

The cases were distributed as follows: Wappingers Falls, 5; Yorkers, 4; Norwiche, 3; Mount Kisco, Huntington, Mount Pleasant, 2 each; Eastwood, 2; Clyde, Gainesville, Eastwood, Irvington, Rocky Point, Roslyn, Glen Cove, Richville, Harrison, Hamilton, Schroeppel, Kirkville, Sullivan, Whitehall, Plunkett, Canajoharie, North Rose and Gouverneur, 1 each.

There were sixty-two new cases reported to the New Jersey department. The total since July 1 is 2,745.

The cases reported follow: Newark, 16; Orange, 4; Jersey City and Long Branch, 4 each; Linden township (Union county), 3; Bloomfield, West Orange and Trenton, 2 each; Galloway township, Atlantic City, Ventnor City, Carlsbad, Union township (Bergen county), 2 each; Chester township (Atlantic county), 2; Florence township (Burlington county), 2; Camden, Bridgeton, Irvington, Millburn township (Essex county), 2; East Orange, Washington township (Gloucester county), 2; Guttenberg, Kearny, W. Hackensack, Dunellen, Cranbury (Middlesex county), 1 each; Perth Amboy, Woodbridge township (Middlesex county), 1; Asbury Park, Ocean, township (Monmouth county), 1; Paterson, Linden, Union townships, 1 each.

Charles Richard Swords, 12 years old, of Morris county, died of the disease. He was the youngest child of a family of five. His father, a broker, died last Tuesday.

PARALYSIS RECORD.

Deaths and new cases of infantile paralysis reported to the Health Department yesterday follow:

DEATHS.

Isabel Campbell, 400 West Fifty-first street; Katie Gorka, 401 West Fifty-first street; Constance Gorka, 401 West Fifty-first street; Sylvia Rose, 60 East 104th street; Gerald Calahan, 324 East 104th street; Daniel De la Rosa, 108 West 155th street; Annie Williams, 620 East 125th street; Annie Williams, 620 East 125th street.

THE BRONS.

Alfred Binko, 2174 Huguenot avenue.

BROOKLYN.

Frederick Snyder, 141 Troutman street; Charles Winkler, 448 Union avenue; Richmond, 448 Union avenue; 627 Marcy avenue; Beatrice Westerman, 404 Ralph avenue.

THOROUGHS.

Theresa Billa, 250 Biltmore avenue; William Parker (hospital).

RICHMOND.

Joseph Kovalek, 138 John street; Port Richmond; Christian Hansen, 100 Lafayette avenue; Port Richmond.

NEW CASES.

Sarah Tiverson, 141 Troutman street; John Rockwell, 104 Marcy street; Frank Barbour, 174 Marcy street; T. E. Kellison, 121 East Houston street; Henry Strass, 214 Clinton street; Francis Viano, 378

N. Y. TROOPS SHY OF CARS TO GET HOME

Gen. Dyer Revokes Order to Seventy-first to Go Into Shelter Tents.

FUTURE DUTY A PUZZLE

Some Guardsmen Expect to Be Mustered Out, Others See Emergency Duty.

HEADQUARTERS SIXTH DIVISION, U. S. A., McALLEN, TEX., Sept. 1.—New York guardsmen, chosen by Gen. Funston to go back to their State camps, are wondering when they will get the order to start.

The Gulf coast lines, the railroads that will handle the troops, have not been called upon yet for equipment for either the New York, Illinois or Louisiana organizations designated to go. Forty-eight hours are required to get cars, Gen. Dyer, commanding the Second Brigade, recalled orders that had been issued for the Seventy-first to strike canvas and go into shelter tents.

Routes for the Third and Seventy-first regiments were worked out to-day, the former going via Houston, Denison and St. Louis, where it will take the New York Central line to Houston, N. Y. There it will take the Central New England to New Orleans. The Seventy-first will go to New Orleans, traveling by the Queen and Crescent to Cincinnati, by the Baltimore and Ohio to Washington, D. C., by the Jersey Central and Lehigh and Hudson River to Maybrook, N. Y. The route for the Fourteenth has not been worked out.

Opinion as to the reasons for the order to differ. That they have been called for emergency duty seems to be indicated by the fact that neither their animals nor combat wagons will go with them, but will remain here in charge of their supply companies. This opinion is strengthened by the fact that the Seventy-first will carry five days' garrison rations, in addition to ten days' travel rations.

Nothing can shake belief of many men that they will be mustered out. To-day's reports that they would be no railroad strike was of only passing interest, the strike did not even affect the Seventy-first. The Seventy-first hold this same view and are confident that their time is coming soon.

The Seventh Infantry heard of the orders three miles north of Sterling, when they were forwarded. When the orders were forwarded, the regiment literally jumped forward and finished the stage at almost double quick. The Seventh will finish its hike to-morrow. Nine more men were sent to-day to

3 SLAVE REFUGEES CAUGHT IN BOSTON

Trio, Wanted in Investigation Here, Rounded Up by Prosecutor.

BOSTON, Sept. 1.—Sunning themselves on Revere Beach three men wanted in New York to give information helpful in the white slave investigation were found to-day by agents who accompanied James E. Smith of District Attorney Swann's staff. Frightened by a threat that indictments would bring them back if they did not return voluntarily the men promised to report to Assistant District Attorney Smith in his Manhattan office before next Wednesday.

In the hunting party with the New York prosecutor were a stool pigeon from New York, Detective McMillan of the Boston police and a white slave, John Shick, arrested in Dwight street, Boston, last night and the woman who posed as his wife. Smith did not take the stool pigeon into his confidence because he distrusted him.

When the party reached the beach in an automobile Smith remained in the car while the others hunted the white slave refugees. They were not long in finding their quarry. "John the Wop," Abe Kopke and another whose name is unknown by the Boston police, the two men greeted the New York visitors with effusion. At first they balked at the prospect of returning, but were persuaded when they saw Smith.

On their way to the station traffic was blocked near South station. Some one in the street crowd recognized the Shicks and raised the cry that "the king and queen of white slaves" were on their way back to New York. Thousands surrounded the car and caused a congestion which the police could not clear. The white slave and camera men had taken pictures.

Smith and his investigators departed for Providence, where they expect to find others wanted for their part in the white slave traffic. Photo agents headed back to Manhattan the scores who fled when District Attorney Swann and the New York police first began the investigation.

MORE ARRESTS DUE.

Detectives Watching for Two Persons Wanted in City.

A man and a woman, both figures in the underworld traffic, and said to have knowledge of grafting by policemen now under indictment, were reported to District Attorney Swann yesterday as having engaged passage on a steamship sailing for South America to-day. Detectives who went to the flat found they had packed up and gone. The man is employed by a Boston business firm, whose payday is Friday. The District Attorney's men spent the afternoon near the cashier's window, but their quarry did not appear.

Last night they said there was a good chance of making the two arrests to-day. The arrest of Miss Mary Higgins, night superintendent at the Washington Heights Hospital, and of Miss Helen Burr, a nurse, both charged with aiding a girl prisoner, Clara Brown, to escape, was treated by Mr. Swann as a part of the white slave investigation. Assistant District Attorney Eder said Clara Brown had a preceptor in the person of an ex-convict, for whom the police are looking.

Harvard to Open U. S. Line.

BOSTON, Sept. 1.—Despite the late opening of Princeton, Cornell, Vassar and Smith colleges, postponed on account of the infantile paralysis, and the probability that Wellesley and Mount Holyoke will start their fall term at the scheduled time, on Monday, September 25.

PARALYSIS RECORD.